

TTRes at Commerce City | Neighborhood Meeting No. 2 Written Summary

7/14/2025

The TTRes at Commerce City project team hosted a Neighborhood meeting for the Zone Change (Z25-0002) and Development Plan (D24-0006) applications that are currently in review with City Staff.

Meeting Information

Meeting Location: South Adams County Fire District Station No. 28

Address: 10326 Walden Street, Commerce City, CO 80022

When: Thursday July 10, 2025

Time: Meeting from 6:00 pm – 7:30 pm

Format and Content

The neighborhood meeting focused on the Zone Change and Development Plan submittals, but also included background information, processes, traffic improvements, as well as Comprehensive Plan and Zoning Code goals and compliance analysis.

Our project team provided a quick presentation at the beginning of the meeting for all attendees that covered the topics listed above. The presentation was followed by an question and answer and directed conversation format that allowed where community members can ask questions about any of the slides presented or any other questions they had. Community members talked directly with members of the project team to obtain clarification and provide input on the proposed applications.

Please see the following attachments:

- Copy of the slide deck for all information provided.
- Copy of Mailing Notice provided
- Copy of Mailing List of all surrounding property owners notified

Number of attendees and comments/input provided.

A total of eight (8) members of the community signed the sign-in sheet and joined the neighborhood meeting/open house. A copy of the sign in sheet is provided with this packet.

Summary of community member comments:

- **E. 102nd Ave**
 - o Public Question: Community members asked who is responsible for funding the extension of E. 102nd Avenue? Will the community be expected to contribute?
 - Applicant Response: The project team confirmed that the developer is fully funding the extension of E. 102nd Avenue. This includes 100% of the costs associated with designing, constructing, and dedicating the roadway as outlined in the City's C3 Vision Transportation Plan and Roadway Classification Plan. Specifically, the developer will cover:
 - Full buildout of E. 102nd Avenue along the property frontage
 - o Dedication of right-of-way (ROW) and construction east to Chambers Road from current termination of E. 102nd Ave.



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- Off-site improvements necessary to extend W. 102nd Ave per the Development Plan west to Sable Boulevard.
This will allow for E. 102nd Ave to connect Chambers Road to Sable Blvd as contemplated in the City's Transportation Master Plan. The project team also confirmed that no cost burden is placed on the City or community members for the roadway extension.
- Public Question: Community members voiced concern that the extension of E. 102nd Avenue could lead to increased traffic through the Harvest Meadows subdivision.
 - Applicant Response: The project team clarified that the extension of E. 102nd Avenue is designed to meet the City's "Minor/Residential Collector" standards, consistent with the C3 Vision Transportation Plan and Roadway Classification Plan. This classification serves a specific function within the City's roadway hierarchy: to efficiently move traffic from local neighborhood streets onto higher-capacity collectors and arterial roads, thereby reducing reliance on internal residential streets like those within Harvest Meadows.
To help clarify, the project team discussed that local streets are intended primarily for neighborhood access. Collector roads gather traffic from those local streets and direct it to arterial roads, which are designed to accommodate higher traffic volumes and provide more direct, efficient routes to key destinations. By extending E. 102nd Avenue as a collector, the project supports the City's long-term mobility goals of safely and efficiently channeling traffic toward collectors and arterials—such as Sable Boulevard and Chambers Road—rather than into established neighborhoods like Harvest Meadows.
Additionally, it was explained that both the project's traffic engineering team and the City's traffic engineers have reviewed projected traffic volumes and circulation patterns. The analysis shows that drivers will naturally favor faster, more direct routes along the improved collector and arterial roads, rather than slower, less efficient residential streets. This approach is intentional and data-supported, reinforcing the City's commitment to managing growth while protecting neighborhood character and safety.
- Public Question: A community member asked about projected vehicle speeds along the future E. 102nd Avenue, expressing concerns about potential speeding between Sable Boulevard and Chambers Road. They also inquired about the possibility of installing speed bumps.
 - Applicant Response: The project team clarified that E. 102nd Avenue is being designed as a Minor Collector roadway and, as such, the posted speed limit will follow Commerce City standards and is projected to be 30 MPH. This speed is consistent with the roadway's classification and intended function within the City's transportation network. The project team explained that Minor Collectors are engineered to balance neighborhood access with the efficient movement of vehicles to larger arterial roads. Their design including lane width, curvature, signage, and intersection control naturally guides safe travel speeds appropriate to their role. Regarding the suggestion of speed bumps, these are generally not installed on collector roadways. There are multiple reasons for this:
 - Emergency Response: Speed bumps can significantly delay emergency vehicles, which is why many fire departments prohibit their use.



- **Traffic Flow:** Collectors are designed to support moderate-speed traffic; speed bumps disrupt this flow and may increase safety risks due to sudden braking or swerving.

Both the City's and the project's traffic engineers will continue to evaluate roadway performance and safety. If future concerns arise, there are mechanisms in place for the City to assess and address operational issues consistent with City policy.

- **Chambers Road**

- **Public Question:** Community members wanted clarification on improvements on Chambers Road, and commented on pedestrian safety at the proposed intersection of Chambers Road and E. 102nd Ave.
 - **Applicant Response:** The project team showed planned improvements along Chambers Road. Throughout the entire stretch of Chambers Road, enhanced landscape design will create a more attractive and inviting environments for all users. A brand-new 8-foot-wide multi-modal walk will provide safe and comfortable access for pedestrians and cyclists replacing an area where no sidewalk currently exists. To further support these improvements, an additional 30 feet of right-of-way (ROW) has been dedicated, allowing space for safer roadway operations and future public enhancements.

At the intersection of Chambers Road and E. 102nd Avenue, several safety-focused upgrades are being implemented:

- A new crosswalk will provide a much-needed pedestrian connection across E. 102nd Avenue on Chambers Road.
- All warranted traffic safety measures have been incorporated based on traffic engineering review.
 - Dedicated turn lanes are being added to improve traffic flow and reduce potential conflicts:
 - A southbound right turn lane
 - A northbound left turn lane
 - An eastbound left turn lane
- **Public Question:** A Community Member asked about the installation of a Traffic Signal at the new Chambers Road and E. 102nd Ave intersection.
 - **Applicant Response:** It was clarified by the project team that a traffic signal is *not warranted* at this location. This determination is based on traffic engineering standards and current projected volumes, as outlined in the Traffic Impact Study. Installing a signal where one is not justified can actually create more safety issues, not fewer, including potential unnecessary delays and driver confusion. Through the dedication of additional right-of-way (ROW), the improvements on Chambers Road, and the full build-out of E. 102nd Avenue, we're able to create a much safer, more functional intersection, without the need for a traffic signal. The design includes:
 - Dedicated turn lanes in all directions, so drivers can make turning movements without interfering with through-traffic (a major improvement over existing conditions),
 - Clearly marked crosswalks to enhance pedestrian safety,



This is a strategic, safety-first solution that aligns with the City's vision and engineering best practices—ensuring the intersection serves both current and future needs with minimal risk and maximum efficiency.

- **Traffic**

- Public Question: A single community member wanted clarification on access to the proposed development and its alignment with Altura Street. It was also misinterpreted that all accesses from the proposed development are to be aligned with existing roads in the Harvest Meadows neighborhood.
 - Applicant Response: It was clarified that the westernmost access of the proposed development is intentionally aligned with Altura Street. This alignment was required by Commerce City's intersection spacing standards and serves a critical safety function. Proper intersection spacing ensures that vehicles, bicycles, and pedestrians have adequate visibility, reaction time, and predictable movement patterns. It's important to note that when street intersections are not properly spaced or aligned, it increases the likelihood of dangerous conflicts—such as turning vehicles crossing paths unexpectedly or pedestrians navigating complex crossings without clear sightlines or control. These risks can lead to accidents and reduce the overall walkability and comfort of a neighborhood.

As for the easternmost access, it is not aligned with streets in the Harvest Meadows neighborhood and was clarified that it never has been, it was communicated as noted above that physical spacing between roads simply doesn't allow for it under Commerce City's safety and engineering criteria.

Our team worked closely with city engineers and the fire department to ensure the proposed access locations meet all applicable codes and standards and will serve the community with long-term functionality in mind.

- Public Question: A single member of the community expressed concerns regarding the potential traffic increases into the Harvest Meadows subdivision from the proposed development.
 - Applicant response: E. 102nd Avenue is to be built consistent with the City's "Minor/Residential Collector" standards per the C3 Vision Transportation Plan Roadway Classification Plan. Our team has carefully reviewed this issue through a detailed Traffic Impact Study (TIS), along with a Supplemental Memo that has been provided to City staff. At the neighborhood meeting our team shared this information (below) with the community members.
 - First, the proposed extension of E. 102nd Avenue is designed in full compliance with Commerce City's "Minor/Residential Collector" standards as outlined in the C3 Vision Transportation Plan. As such it has been thoughtfully planned as a collector intended to manage and distribute local traffic more safely and efficiently.
 - According to the TIS, the new roadway extension will actually help *relieve* traffic pressures within the Harvest Meadows neighborhood. By creating a more direct, well-designed collector route, through-traffic will be pulled out of the neighborhood (Harvest Meadows) and onto E. 102nd Avenue, which is



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purpose-built for that function. This means existing residents are likely to experience *less* local traffic—not more.

- Concerns about drivers using Harvest Meadows as a “cut-through” route to reach Chambers Road were thoroughly examined as part of the Traffic Impact Study (TIS). The study clearly demonstrates that this concern is not supported by the data or by real-world travel patterns. Simply put—cutting through the neighborhood is not faster, not shorter, and not appealing to drivers. Traveling through Harvest Meadows involves a longer overall distance, additional travel time, and multiple stop conditions that slow movement considerably. These factors make it a significantly less efficient route when compared to the proposed extension of E. 102nd Avenue. From a driver's perspective, there's no incentive to divert through a local neighborhood when a direct, uninterrupted, collector-class roadway is available. In fact, the extension of E. 102nd Ave Avenue is specifically designed to *prevent* this kind of neighborhood intrusion. As outlined in Commerce City's C3 Vision Transportation Plan, collector roads like E. 102nd Ave are intended to safely and efficiently carry local traffic to arterial routes such as Chambers Road, reducing the burden on local residential streets.

- **Development Plan comments**

- While this most recent neighborhood meeting did not bring any direct questions about the Development Plan itself, our team continues to listen and respond to community feedback. At the previous neighborhood meeting and through additional outreach, we heard a clear request: extend street tree plantings to the south side of E. 102nd Avenue to create more visual screening and a stronger buffer from the new development.
We took that request seriously. Working with City staff, our team was able to secure approval to plant street trees along the south side of E. 102nd Ave which we understood to be important to nearby neighbors. These trees, which include Lindens, Oaks, Maples, and Honey Locusts, complement the already robust planting plan on the north side.
Together, these enhancements create a generous 210-foot-wide buffer between existing homes and the proposed residential buildings. The additional trees will provide shade, soften views, and contribute to the overall character of the street. Community members who had asked for these improvements expressed appreciation that their input was heard and acted on.

